

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Laurel Racetrack Inventory Number: AA-891

Address: 3600 Laurel - Ft. Meade Road. City: Laurel Zip Code: 20724

County: Anne Arundel and Howard USGS Topographic Map: Laurel

Owner: Laurel Racing Association LP Is the property being evaluated a district? ☒ yes

Tax Parcel Number: 86 Tax Map Number: 19 Tax Account ID Number: 03593300

Project: Proposed Improvements to Laurel Racetrack Agency: District.
U.S. Army, Corps of Engineers, Baltimore

Site visit by MHT Staff: ☒ no ☐ yes Name: _____ Date: _____

Is the property located within a historic district? ☐ yes ☐ no

If the property is within a district

District Inventory Number: _____

NR-listed district ☐ yes Eligible district ☐ District Name: _____

Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ☐ Yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in: Maryland Historical Trust State Historic Sites Inventory Form

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Laurel Racetrack is a 231.8-acre parcel consisting of a grandstand, a paddock, a manager's dwelling, jockeys' quarters, a dirt racetrack, numerous horse stables, and other service buildings. The most prominent buildings are the grandstand, the paddock, and the manager's dwelling. About half of the buildings on the property are less than 50 years of age, including modern concrete block stables, metal sheds and maintenance structures, a late-twentieth century barn, 1960s era workers' kitchen, and other structures. These modern buildings are interspersed with those older than 50 years of age. An analysis of the buildings and structures at the Laurel Racetrack finds that the buildings and structures do not possess adequate integrity or significance to be eligible for the National Register of Historic Places as a historic district, as many of the major buildings within the racetrack have been greatly altered. However, two buildings: the manager's dwelling, and the paddock, are eligible for the National Register as individual resources under Criterion C for their architecture.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: _____

Andrew Lewis
Reviewer, Office of Preservation Services

5/13/04
Date

[Signature]
Reviewer, NR Program

5/13/04
Date

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Laurel Racetrack
(AA-891)

AA-891

Continuation Sheet No. 1

Grandstand

The grandstand, originally constructed in 1911, was originally a Classical Revival Style building with large brick pilasters and terra-cotta capitals with horse heads, acanthus leaves, and egg-and-dart motifs. The only other prominent reminder of the building's original appearance is a doorway entrance at the west side that leads to the paddock, which features a broken pediment and surround. The grandstand was radically altered in 1953 and again in 1966, when the building was enlarged and re-styled in a Moderne style with large horizontal bays of fixed-sash windows and little ornamentation facing the track, and reinforced concrete walls for structural support. The renovations in 1966 took place after a fire within the Grandstand. Photographs from 1945 show that the Grandstand has been radically altered, and is nearly unrecognizable from its original appearance.

The grandstand has been so altered as to have lost all integrity of workmanship, design, materials, association, and feeling, and cannot be considered eligible for the National Register as either an individual resource, nor as a contributing resource to a historic district.

Paddock

The paddock is located directly adjacent to the west wall of the grandstand. Constructed in the 1920s or early 1930s, this is one of the oldest, and best preserved structures at the Laurel Racetrack. It is a polygonal shaped building with one oversized story and clerestory, styled as a cupola. The clerestory windows are located below exposed rafters at the roofline and run in a continuous horizontal line around the building. The exterior of the first story has been clad with vinyl, but the clerestory section still displays its original wood and wood sash windows. The vinyl siding on the first story is no doubt reversible, and does not significantly diminish the historicity of the resource. The interior of the building shows the elaborate system of exposed, cantilevered ceiling trusses that support the structure and meet at the center of the building. The paddock possesses a high degree of integrity of design, materials, workmanship, association, and feeling, and is eligible for the National Register of Historic Places under Criterion C, for its unique architecture and a representative of its type.

Manager's Dwelling

The 5x4-bay, Gothic Revival Style manager's dwelling lies west of the paddock and grandstand. Pre-dating the racetrack, it was originally a farm house on the property. It is a late-nineteenth century, two-and-a-half story house consisting of three sections. The front section has a hipped roof with two front-facing cross gables, a gable-roofed ell projects from the rear of the house, and a small one-story shed roofed addition is attached to the ell. The front of the house has a full-width hip-roofed porch and central door with sidelights. The second story has a central opening consisting of paired two-over-two, double hung sashes capped with a segmental arch. The porch is supported by square posts and jig-sawn balusters. Windows are typically six-over-six, double-hung. This building has three decorative brick chimneys. It possess a high degree of integrity of materials, design, workmanship, and feeling, having few, if any alterations from its appearance at the time of the sale of the property to the Laurel Racetrack in 1909. It is eligible for the National Register under Criterion C, for its architecture as an excellent representative of its type.

Jockeys' Quarters (and Secretary's Office)

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Laurel Racetrack
(AA-891)

AA-891

Continuation Sheet No. 2

The jockeys' quarters lies just west of the paddock. It is a frame, one-story building with numerous additions and alterations. Originally, it appears to have had wood siding and wood windows, but it now has vinyl replacement windows and vinyl siding. The only remnant of the original design are the wood rafter tails that show under the soffit. The roof is hipped, and clad with asphalt. The structure, which is essentially a square, has been added to on its south side with shed roofed additions and a metal trailer for the Secretary's Office. This building does not possess adequate integrity of design, location, materials, or workmanship to be eligible for the National Register as an individual resource nor as a contributing resource to a historic district.

Racetrack

The dirt racetrack is bounded on both sides by a fence that has been replaced often during the years. The structures in the center, which display the statistics, are relatively new electronic displays probably dating to the 1990s.

Stables

There are numerous stables within the racetrack property, but basically these are of two distinct types. The first, closest to the track, are a series of 11 concrete block buildings having side gabled roofs clad with corrugated metal dating to the mid 1960s and 1970s. Seventeen (17) stables are nearly identical frame buildings. The exterior support walls stop at about three feet high, and posts support the roof, leaving the top half of the walls open. Most of these stables have T-111 siding and asphalt shingle roofs. They originally had side gable roofs but due to side additions, most have hip roofs or end with shed roof attachments. The side additions contain shower facilities and are constructed of concrete block. These stables date from the 1930s and 1940s.

Some of the buildings have simple plywood walls with batten boards covering their seams. Most have been re-sided with T-111 siding in recent years. Current alterations are under way that include the replacement of the wood siding with vertical metal siding and installation of large pane awning windows. Approximately half of these buildings have been altered beyond any hint of their original design at the time of this writing.

Three additional stables appear to date from an earlier period (ca. 1920-1930). These are at the southeast area of the property. Similar in construction, two of these buildings are much like the larger stables from the 1930s and 1940s, the main difference being that they are smaller than the newer ones. As on the other stables, the exterior support walls stop at about three feet high, and posts support the roof, leaving the top half of the walls open. These stables also have either plywood or T-111 siding and asphalt shingle roofs. The third stable in this area is a simple one-by-one bay, front gabled building with only one window on each side. This building is frame with asphalt shingle roof, and a combination of vertical boards and corrugated metal for siding. This building is in fair condition.

The stables do not possess adequate historical significance, nor do they retain adequate integrity of design, materials, or workmanship to be considered eligible for the National Register either individually, nor as contributing resources to a historic district.

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Laurel Racetrack
(AA-891)

AA-891

Continuation Sheet No. 3

Workers' Quarters

Within the stable complex, there are six concrete block, ranch style multi-room buildings that serve as quarters for workers. These are all one-story, block buildings with hip roofs that appear to date from the 1940s. Each unit has a single entrance door and exterior two-over-two, double hung window. The roof overhang extends about two feet over the exterior walls. These six buildings are not historically or architecturally significant, and are not individually eligible for the National Register, nor are they eligible as contributing resources to a historic district.

Security Office and Other Support Buildings

Additional structures include a security office and several other support buildings. The security office, probably dating to about 1940, is constructed of concrete block and appears to be nearly identical in construction materials to the workers' quarters except that it is a smaller building with a flat roof. It is five bays wide and one bay deep, with a central entrance flanked on each side by two two-over-two double-hung windows. This building is not architecturally significant, and is not individually eligible for the National Register, nor is it eligible as contributing resources to a historic district.

The maintenance area is located at the southeast corner of the property. Most of this area is open storage. There is one small structure that may be over 50 years of age in this area. This is a two-by-one bay storage building constructed of concrete block with fixed single pane windows and asphalt-shingled, front gabled roof. Adjacent to this building is a large, gabled metal frame building with metal siding and metal roof that is used for maintenance and storage of vehicles. This building appears to date from the 1950s or 1960s, and may not yet be 50 years or older. Neither of these maintenance buildings appears to possess the historical or architectural significance worthy for inclusion in the National Register either as individual resources nor as contributing resources to a historic district.

There are several buildings and a practice track on the east side of Brock Bridge Road. The practice track is in disrepair, and is merely a dirt oval for running the horses. South of this track is the remains of an early-twentieth century farmstead consisting of a house, a barn, a concrete-block storage shed, and two other frame sheds. The house is a two-story, frame house three bays wide and three bays deep. It is basically an I-house with a single bay ell. The front of the structure has a small enclosed one-story shed with central entrance and two boarded-up windows on each side. Original windows were two-over-two double-hung, and others are one-over-one replacements. The house has a central chimney, asphalt shingled roof, and asbestos siding over earlier German siding. This structure is in poor condition and is missing several of its windows, and appears to have been abandoned for some time. Therefore none of these buildings or practice track appears to possess the historical or architectural significance worthy for inclusion in the National Register either as individual resources nor as contributing resources to a historic district.

Outbuildings on the property include two small frame sheds, one adjacent to the dwelling and one adjacent to a barn. The barn is north of the house and is a two-story, frame barn with three sides having vertical board siding, and the fourth side open. This barn is extremely deteriorated and is missing a large portion of its metal roof as well as a few of its structural support posts. Additional structures on the property consist of a

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Laurel Racetrack
(AA-891)

AA-891

Continuation Sheet No. 4

one-story, concrete block storage shed in great disrepair which is missing its windows and doors, and a late-twentieth century mobile home. These buildings do not appear to have been intimately associated with the activities of the Laurel Racetrack. None of the buildings on this farmstead are associated with significant historical events or persons, nor are they architecturally significant. They are in a great state of disrepair, and do not possess adequate integrity to be eligible for the National Register either as individual resources nor as contributing resources to a historic district.

The overriding concern with the Laurel Racetrack is that while there are a significant number of buildings over 50 years of old on the property, these have mostly been modified to such a degree that they no longer possess much architectural integrity. Additionally, these buildings are separated by many modern buildings constructed within the past 50 years. The Laurel Racetrack buildings do not constitute a cohesive concentration of buildings having the significance and integrity needed to convey its history in a meaningful way. Thus, each building must be evaluated on its individual merit. The only two buildings on the property that appear to possess both adequate significance and integrity are the Manager's House and the Paddock.

Boundaries

Boundaries for the Laurel Racetrack district include all that property that is associated with the current and past operation of the track still having buildings and structures associated with the racetrack. The boundary to the north is the Baltimore and Ohio railroad tracks going east to their intersection with Whiskey Bottom Road, thence southeast along Whiskey Bottom Road to its intersection with Brock Bridge Road, thence south along Brock Bridge Road to its intersection with MD Route 198, thence west along MD Route 198 to its intersection with Laurel - Ft. Meade Road (AKA Laurel Racetrack Road) thence north along Laurel - Ft. Meade Road to its intersection with the Baltimore and Ohio railroad tracks.

Prepared by: David C. Berg

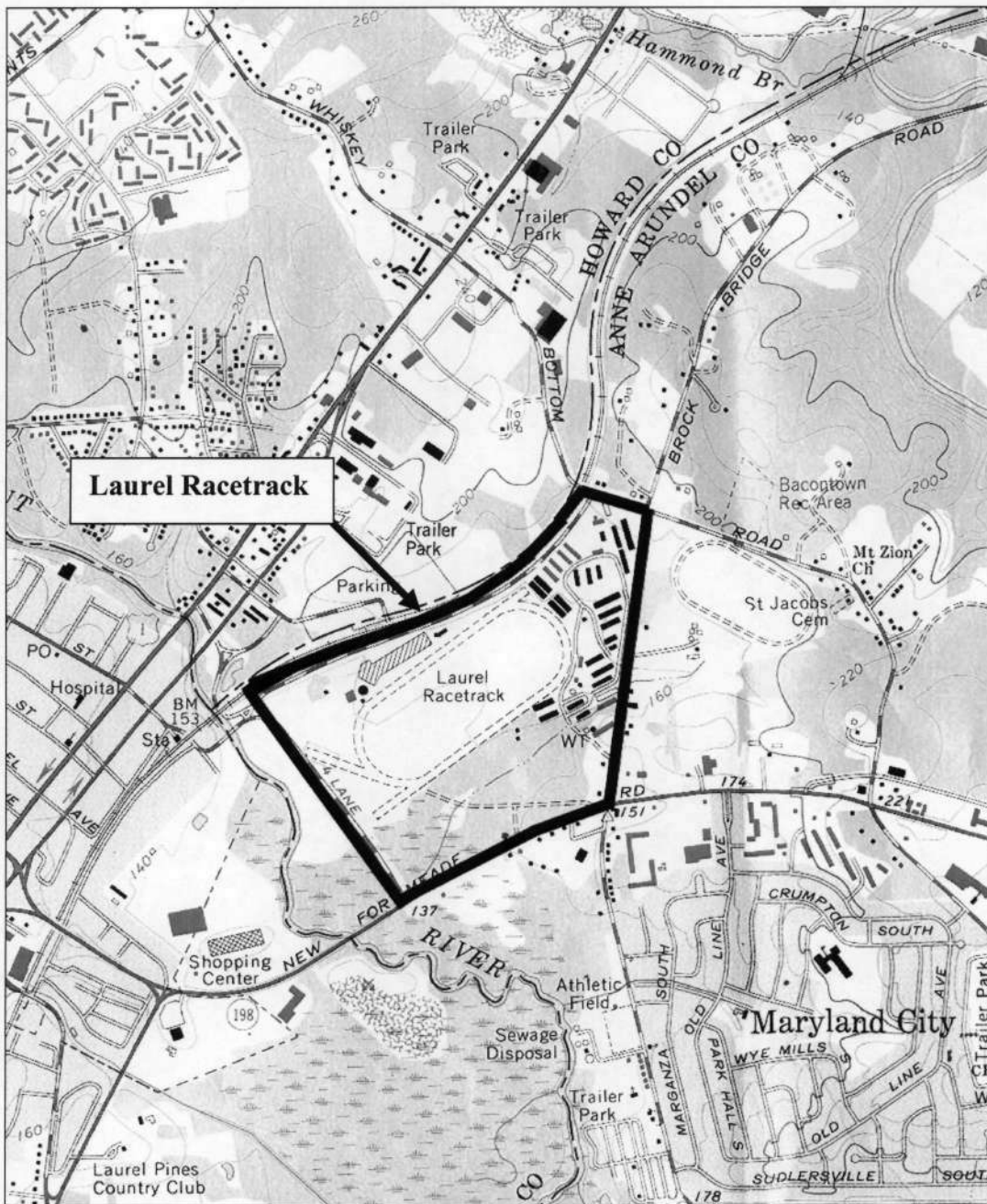
Date Prepared: October 30, 2003

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Laurel Racetrack
(AA-891)

AA-891

Continuation Sheet No. 5



Location Map, Laurel Racetrack

Source:USGS, Laurel, MD Quadrangle



MIHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Beig

October 30, 2003

MD SHPO

Grandstand, View to Northeast

1 of 16



MIHP No. AA-891
Laurel Racetrack
Anne Arundel County, MD
David C. Berg
October 30, 2003
MD SHPO
Paddock, View to Northeast
2 of 6



MIHP No AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Paddock, Interior View to South

3 of 6



MIHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Manager's House, View to South

4 of 16



MHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Manager's House, View to West

5 of 16



MIHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Jockeys' Quarters and Secretary's Office, View to South
6 of 16



MIHP No. AA-89/

Laurel Race-track

Anne Arundel County, MD

David C. Berg

October 30, 2007

MD SHPO

Representative View of typical ca. 1930s Stable, View to Southeast

7 of 16



MIHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Representative View of Recently Renovated Stable, View to North

8 of 16



MIHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Early 20th Century Stable No. 1, View to West

9 of 16



NIHP No AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Early 20th Century Stable No. 2, View to South

10 of 16



MTHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

Early 20th Century Stable No.3, View to Southeast

11 of 16



MEHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Representative View of Workers' Quarters, View to East

12 of 16



MHP No AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Security office, View to West

13 of 16



MHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Small Concrete Block Maintenance Shed View to west

14 of 16



MJHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg.

October 30, 2003

MD SHPO

Vehicle Maintenance Building, View to Northwest

15 of 16



MIHP No. AA-891

Laurel Racetrack

Anne Arundel County, MD

David C. Berg

October 30, 2003

MD SHPO

Farmhouse, View to West

16 of 16

AA-891
Laurel Racetrack
Laurel
Private

construction began in 1909

Laurel Racetrack is Maryland's second oldest racing facility. The complex occupies 231.8 acres and is dominated by a 42,063 sq. ft. grandstand. This 1911 building was originally built in the Classical Revival idiom, but as a result of a 1953 expansion and remodeling, now principally reflects the Moderne Style.

Historically, the Laurel Racetrack is significant for its association with the development of Maryland's nationally respected thoroughbred racing industry. Throughout its history Laurel Racetrack has maintained a reputation as a state-of-the-art racing facility, featuring competition by the world's best thoroughbreds.

AA-891
Laurel Racetrack
Laurel

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Western Shore

Chronological/Development Period: Industrial/Urban Dominance

Prehistoric/Historic Period Themes: Architectural; Social

Resource Type:

Category: Building

Historic Environment: Suburban

Historic Function and Use: Horse Racing

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. AA-891

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Laurel Racetrack

and/or common

2. Location

street & number 3600 Laurel Racetrack Road ☐ not for publication

city, town Laurel ☐ vicinity of congressional district

state Maryland county Anne Arundel

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Laurel Racing Association Limited Partnership

street & number P.O. Box 130 telephone no.:

city, town Laurel Maryland state and zip code: Maryland 20725

5. Location of Legal Description

courthouse, registry of deeds, etc. Anne Arundel County Court House liber 3826

street & number Church Circle folio 310

city, town Annapolis state Maryland

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

7. Description

Survey No. AA-891

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Containing 231.8 acres, Laurel Racetrack is located off Laurel Racetrack Road, directly south of the boundary between Anne Arundel and Howard Counties and directly east of the border separating Anne Arundel and Prince Georges Counties.

In addition to the dirt racetrack, the complex features a number of buildings that include a grandstand, paddock, service building, manager's dwelling, as well as numerous small, ancillary storage and supply structures.

The racetrack's most dominant building is the **grandstand**. This very large and principally rectangular building occupying an area of 42,063 sq. ft., faces southeast and overlooks the racetrack below. Built in 1911 and significantly expanded in 1953, this imposing building is predominately constructed of stucco-covered, reinforced concrete. Brick is employed for both structural and veneering purposes. The low-pitch, hipped roof is covered with heavy-grade corrugated metal and is pierced by dozens of ventilator and heating ducts. Stylistically the building conveys a Moderne appearance. The building's horizontal emphasis is emphasized by continuous bays of fixed-sash windows and minimal decorative embellishment. The grandstand's present appearance is largely a result of the 1950s expansion, though some of the more classically-inspired, c. 1911 detailing is retained. Most notable are the full-height brick pilasters that rise up and engage the roofline. These are accented with terra cotta capitals featuring horse heads, acanthus leave, and egg-and-dart designs. Another original feature is the west side entrance that leads from the grandstand toward the adjacent paddock. This doorway features a broken pediment and surround.

The multiple-level seating area is now enclosed behind fourteen bays of plexi-glass. Each bay contains twenty-five, fixed panes. In front and below of the enclosed seating area is a raised concrete standing area. This is unenclosed and situated directly adjacent the track.

The grandstand building contains almost all of the tract's public facilities, including clubhouse, betting counters, restaurants, gift shops, and other service facilities.

The most unique, as well as one of the oldest buildings at Laurel Racetrack, is the 1920s-era, polygonal-shaped **paddock** building. This one-oversized-story structure, with its low-swept roof, is visually divided into three levels. The top of the building is crowned by a round ventilator, styled as a cupola. The pinnacle of the cupola descends with a concave pitch, terminating with a flared, upward kick at the base. Clerestory windows are located directly below the exposed rafters of the roofline. These run the circumference of the building, and are arranged in bays of five windows, with each window in turn containing five lights.

A porch engages the paddock building directly beneath the clerestory windows and echoes the polygonal shape of the main body of the building. Bays are separated by wide wooden posts and spanned by a non-structural arch. Several bays are enclosed, but the majority remain open to the outside.

The open interior has a dirt floor, and features an elaborate system of exposed, cantilevered ceiling trusses. This complicated truss system is supported by six, floor-to-ceiling posts that are centered in the middle of the building. Situated between the posts is a raised, hexagonal, dais, a low banister, with unturned balustrade, runs along the building's perimeter, near the wall line.

(See Continuation Sheet)

8. Significance

Survey No. AA-891

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify) recreation

Specific dates	1909-11 / 1953	Builder/Architect
Check:	Applicable Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	
	and/or	
	Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G	
	Level of Significance: <input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> local	

Prepare both a summary paragraph of significance and a general statement of history and support.

Laurel Racetrack is significant for its association with the development of Maryland's nationally respected thoroughbred racing industry. Built in 1909-11, and enlarged and renovated in 1953, Laurel raceway has maintained a reputation as a state-of-the-art racing facility, featuring competition by the world's best thoroughbreds. The prominence of this place in the horse racing world is reflected in the high quality architecture displayed in both its 1909-11 and 1953 construction.

Laurel Racetrack officially opened on October 13, 1911 and was proclaimed as the pre-eminent racing facility in Maryland and one of the best tracks in the nation. Its construction occurred during a boom period in Maryland thoroughbred racing; a period of growth significantly enhanced by a concurrent gambling reform movement taking place in Illinois, Louisiana, Arkansas, and Rhode Island (1).

Laurel Racetrack is Maryland's second oldest racing facility, with the oldest being Pimlico in Baltimore. In 1909 H.D. Brown, a Florida racing promoter sought to establish a second track in Baltimore, but finding opposition to his effort, Brown decided to abandon the idea of Baltimore as the location, and selected a site in rural Anne Arundel County. The site near Laurel was selected because of the low price of land, its location near a Baltimore and Ohio Railroad station, and for its proximity between Baltimore and Washington (2).

In order to realize his idea, Brown enlisted the support of the Maryland State Fair Association. As a result, when Laurel's informal thirty-day season opened in 1910, it was required to coincide with a four-county fair, also held at the site. The corporate name of Laurel Racetrack was the Maryland State Fair, Inc. (3). In addition to the one-mile turf track, the Laurel complex offered a clubhouse, grandstand and paddock. The track manager lived in the property in a previously existing farmhouse. A large building used as a fair exhibit hall is now demolished.

1911 marked the year of the first official season of racing at Laurel. During the season, six races were run ranging in distance from five furlongs to one-and-one-sixteenth miles (4). Three years later, Brown and the other original investors sold out to James Butler, a New York grocery entrepreneur. The new owner signed Matt J. Winn, a well known Kentucky Derby promoter, as general manager. While Laurel Racetrack's fame was eclipsed by Pimlico and its Preakness Race, from the outset Laurel enjoyed a prestigious reputation and featured horses from the nation's, and sometimes, the world's top stables (5).

Racing's popularity, both at Laurel and nation-wide, suffered from the economic downturn of the 1930s and shortages and tumult of the war years. In the succeeding post-war boom, Laurel's new management created Washington D.C. International. This new type of race competed the best horses of Europe against America's top contenders and by the 1950s it was famous the world over.

(See continuation sheet.)

Survey No. AA-891

- (1) Joseph B. Kelly, At the Track: Thoroughbred Racing in Maryland, 1870-1973; Maryland Historical Magazine, Volume 89, Spring 1994. p. 69.
 (2) Ibid, p. 70.
 (3) John Goodspeed, The Scent of Horses in the Air, But Laurel Means Homes and Schools, Baltimore Sun, February 4, 1952.
 (4) Ibid (6) 1984 interview by Donna Ware with Joseph Kelly, Reporter for Washington Star and Baltimore Sun
 (5) Kelly, p. 71 (7) Laurel Centennial, Laurel City Council, 1970

Acreage of nominated property _____

Quadrangle name Laurel Quadrangle scale _____

A

Zone Easting Northing

B

Zone Easting Northing

C

D

E

F

G

[illegible]

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

name/title	Sherri M. Marsh		
organization	Anne Arundel County Historical Sites Survey	date	October 1996
street & number	2664 Riva Road	telephone	(410) 222-7441
city or town	Annapolis	state	Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

7. Prepare both a summary paragraph and a general description of the resources and its various elements as it exists today

Located west of the paddock and grandstand, and facing approximately west, is the **manager's dwelling**. This late 19th century frame, German-sided, two-and-a-half story, center-hall-plan house consists of three sections. The front section has a hipped roof, with two, front-facing cross gables. A two-and-a-half story, gable-roofed ell projects from the rear of the building, terminating in a one-story, shed-roof addition. A full-width, hipped-roof porch spans the front facade. Supported by six, square posts, it features fancy, jig-sawn balusters. The centrally-located doorway contains sidelights and a multi-pane transom. On the second level the center bay is dominated by a pair of segmental arch windows. These are surrounded by a wide segmental casing.

Remaining fenestration is primarily six-over-six, double-hung sash openings, and are evenly spaced. The west wall of the ell deviates from this pattern by containing widows of varying length, as well as two extremely narrow window openings. Furthermore, the front block's west wall contains a cut-away bay window.

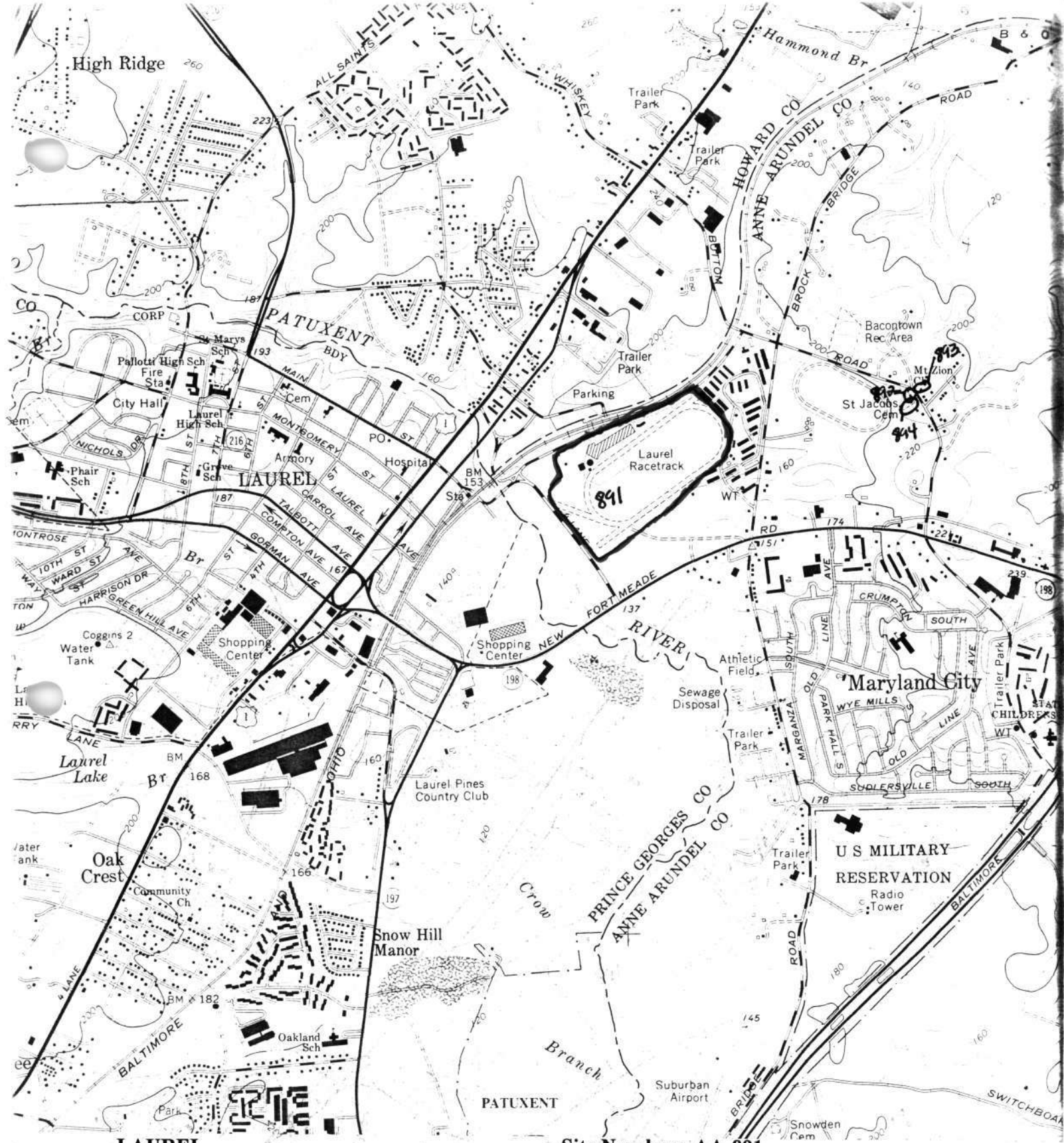
In addition to the grandstand, paddock and manager's dwelling, the racetrack complex also contains numerous, small, utilitarian structures, and are of recent construction.

Prepare both a summary paragraph of significance and a general statement of history and support

The mid-1950s also saw the expansion and renovation of Laurel's physical plant. The grandstand building underwent a major expansion. This included the addition of two showplace clubhouses. Portions of the old complex were retained, including a 1920s indoor paddock, which according to the unsubstantiated report of a former track official, is the only indoor paddock in the country (6). In 1966 the grandstand was enclosed, using glass reinforcements to hold up the individual panes. This system resulted in panes of glass suspended from panes of glass, and at the time, was considered a feat of British engineering (7).

LAUREL
USGS 7.5 minute series
Scale: 1:24,000
1965, photo revised 1979

Site Number: AA-891
Site Name: Laurel Racetrack
Location: 3600 Laurel Racetrack Road,
Laurel





AA- 891

LAUREL RACETRACK

ANNE ARUNDEL CO., MARYLAND

PHOTO BY SHERRI M. MARSH, AUG 1996

NEG. AT MARYLAND SHPO

GRANDSTAND

Photo 1 of 13



AA-891

LAUREL RACETRACK

ANNE ARUNDEL CO., MARYLAND

Photo By Donna Ware, 1984

NEG. AT MARYLAND SHAD

GRANDSTAND

Photo 2 of 13



AA-891

Laurel Racetrack

Anne Arundel CO, Maryland

Photo By Sherri M. Marsh, Aug, 1996

NEG. AT MARYLAND SHPO

GRANDstand Pilaster Detail

Photo 3 of 13



AA-891

Laurel Racetrack

Anne Arundel CO., MARYland

Photo By Donna Ware, 1984

NEG. AT MARYland SHAD

Grandstand Pilaster Detail

Photo 4 of 13



AA-891

LAUREL RACETRACK

PHOTO BY DONNA WARE, 1984

NEG. AT MARYLAND SHPD

GRANDSTAND

PHOTO 5 OF 13



AA-891

LAUREL RACE TRACK, MANAGERS DWELLING

Anne Arundel CO., MARYLAND

Photo By DONNA WARE, 1984

NEG. AT MARYLAND SHPO

WEST ELEVATION

Photo 6 of 13



AA-891.

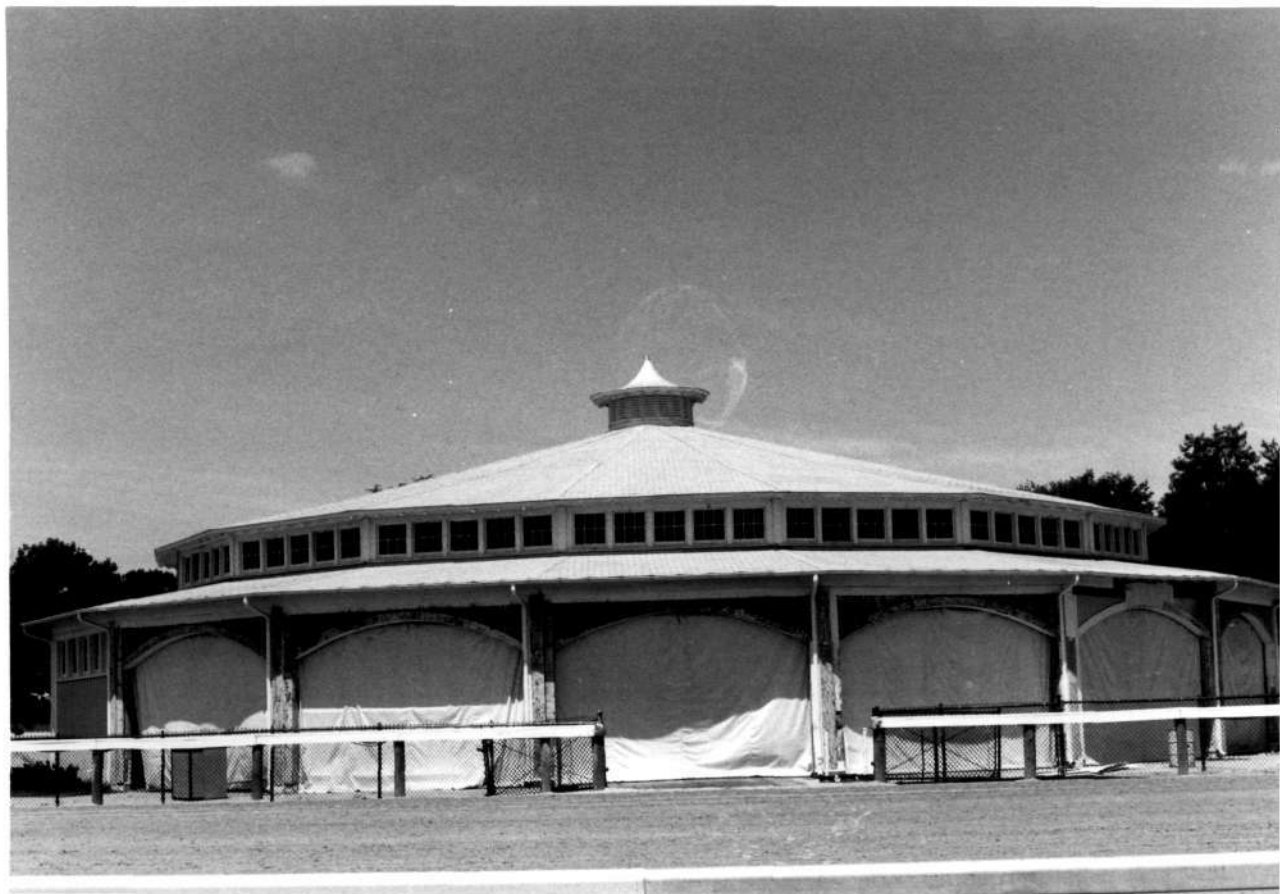
LAUREL RACE TRACK, MANAGER'S DWELLING
ANNE ARUNDEL CO., MARYLAND

Photo By DONNA WARE, AUGUST 1984

NEG. AT MARYLAND SHPO

N. ELEVATION

Photo 7 of 13



AA-891

LAUREL RACE TRACK

ANNE ARUNDEL CO., MARYLAND

PHOTO BY DONNA WARE, AUGUST 1984

NEG. AT MARYLAND SHPD

Paddock

Photo 8 of 13



AA 891

Laurel Race Track

Anne Arundel Co., MARYLAND

Photo B1 Donna Ware, AUG. 1984

NEG at MARYLAND SHPO

Paddock INTERIOR

Photo 9 of 13



AA 891

LAUREL RACETRACK

ANNE ARUNDEL CO., MARYLAND

PHOTO BY DONNA WARE, AUG. 1984

NEG. AT MARYLAND SHPO

Paddock INTERIOR

Photo 10 of 13



AA 891

LAUREL RACETRACK

ANNE ARUNDEL CO., MARYLAND

Photo By DONNA WARE, AUG. 1984

NEG. AT MARYLAND SHPO

PADDOCK INTERIOR

Photo 11 of 13



AA- 891

LAUREL RACETRACK

ANNE ARUNDEL CO., MARYLAND

PHOTO BY/ Donna WARE, Aug. 1984

NEG. AT MARYLAND SHPO

PADDOCK INTERIOR

PHOTO¹² 8 + 13



AA 891

LAUREL RACETRACK

ANNE ARUNDEL CO., MARYLAND

PHOTO B1 DONNA WARE, AUG. 1984

NEG, AT MARYLAND SHPO

PADDOCK INTERIOR

PHOTO 13 OF 13